

"SAIORS' THREE"

ROW AT THE "SAILORS' HOME"

At the Sailors' Home at 11 a.m. to-day a row occurred in which P. C. Lippitt narrowly escaped receiving serious, if not fatal, injury. Lippitt had been called from his boat near the Home to assist a drunken and disorderly foreign sailor who was making a row in an upstairs room. Directly the officer tackled his man he was assailed by about eight foreign seamen, all more or less under the influence of West-end grog. The runner for the Home, Mr. Percy Hardman, promptly stood by the policeman with a stick, but this and the official baton had little effect on the half mad crew. A message went off to No. 7 Station and soon Sergeant and P. C. McHardy and Wilson were on the scene. As the riotous party ascended the stairs in a most shocking manner. In the melee Lippitt was bitten three times on the right forearm and generally the officers had a very rough job. P. C. Wilson in jumping over the wall to go to the rescue landed at a lower level than where he started from and had to be taken to Hospital with badly lacerated legs.

To-day the three prisoners, one a Russian, one a Norwegian, and the other a Swede, were brought before Capt. Hastings. They had little to say for themselves and after Mr. Hardman's evidence the first prisoner was fined \$7 or 30 days for being drunk and disorderly and \$10 or one month for assaulting the police, he having been before the court before. The second prisoner was fined \$10 or one month for being drunk and disorderly and the third was fined \$5 or 10 days for the same offence.

LORD CHARLES BERESFORD ON THE SITUATION.

Lord Charles Beresford, M.P., addressed two meetings in Glasgow recently under the auspices of the local branch of the Navy League. At the afternoon meeting Lord Charles said the possibilities for our trade and commerce in China were enormous. Our Government had declared its intention of keeping the Yangtze Valley, which was the most important part of the whole of China, for the reason that it contained the waterway and the line of communication. But what he was nervous about was that he did not think our Government had associated the full effect of that. Up to now we had carried our trade and commerce in safety all over the world simply because we held the command of the sea, but this question of China had nothing whatever to do with the command of the sea. It was a military and not a naval question. What he would like to see was a declaration of the policy of the Government, and it was for bodies like chambers of commerce to show how the Government were going to ensure for the future the trade and commerce of the Yangtze. The right way, he thought, would be to send young officers out to drill the Chinese army with the view of keeping the present Peking Government upright. On the subject of Great Britain's alliance with other Powers, Lord Charles said a very notable, clever and strong speech, and a speech which in some ways was very much wanted, was made by the Colonial Secretary the other day. There was no doubt that the resentment with which the speech was received abroad was because foreign nations were not quite clear as to which country was to become an ally. He hoped it would be Germany, because he believed that nation would find themselves in a short time in the state of splendid isolation in which this country had been up to now. The West African question was in a delicate position, but he was sure they would agree with him that he had over the Colonial Office a statesman who was a strong, able man, in whose hands they might leave the question with absolute safety.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

The following is the report of the Board of Directors to the fifth ordinary yearly meeting of shareholders, to be held at the Company's offices (No. 27, Queen's Road Central), at noon, on Tuesday, 5th July, 1898:—

Gentlemen,—Your Directors now have the pleasure to submit the accompanying Statement of the Company's Accounts for the year ending 30th April last, and are glad to say some show further improvement in the Company's earnings. After deducting Directors' fees, \$2,000, there remains the sum of \$36,124 available for appropriation, and the Directors recommend that it should be disposed of as follows:—

To pay a Dividend of 5 per cent, (say 50 cents per share on 28,685 shares fully paid up, and 40 cents per share on 1,123 shares each \$3 paid up).....\$14,885.80

to write off Plant Account " for depreciation.....\$15,000.00

to write off Furniture account depreciation.....\$4,750.10

to carry forward to next account.....\$7,634.15

\$36,124.05

The Manager's report annexed hereto gives usual particulars of improvements during the year, &c.

IN ACCORDANCE WITH THE ARTICLES OF ASSOCIATION, Hon. C. P. Chater, C.M.G., and Hon. J. F. Bell-Irving, Esq., being eligible, offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. G. Stewart and A. Coutts, who offer themselves for re-election.

H. L. DALRYMPLE, Chairman.

Hongkong, 18th June, 1898.

ENGINEER'S REPORT.

Gentlemen,—I have to report that the number of Incandescent Lamps installed and connected to the Company's Mains on the 30th April, 1898, amounted to 3,876, equivalent to 6,720 Lamps of 8 candle power, being an increase of about 700 Lamps during the year.

The number of Arc Lamps supplied and lit by the Company remains the same as at the date of my last report, viz.: 75 Arc Lamps for Street Lighting, and 7 Arc Lamps supplied to H. M. Naval Yard.

During the past year the Company's Incandescent Lighting Plant has been increased by the erection of a new Engine and Alternator, which were brought into service for maintaining the supply during the periods of heavy load in the winter months.

The Plant and Machinery have been maintained in good working order.

I remain, Gentlemen,

Your obedient servant,

W. H. WICKHAM, Manager.

THE WAR.

(Clippings from Home Papers)

NEW YORK, May 20th.

Impatience with the present condition of things is beginning to express itself in various quarters. Those journals which before the war declared that the United States had no business to be meddling in the affairs of other nations, are now loudly protesting against the President and Ministers, whom they describe as asleep. They complain that the blockade has produced no important results except the starving of an unknown number of the Reconcentrados whom we proposed to relieve. Rear-Admiral Dewey's victory is not followed up. Admiral Sampson, Commodore Schley, and Commodore Watson have failed to find the Spanish fleet. Cuba is stronger for defence than when the war began, while the chasing of the Spanish squadron, known to be faster than its pursuers, begins to appeal to the national sense of honour. Another journal clamours for a single vital blow to be struck, and thinks Marengo a good precedent for this war. A third complains that the army is not increased, regardless of the fact that now more troops are mustered than can be used. The war will not be over for years at this rate. It is the melancholy conclusion drawn by these impatient critics.

The Transatlantic steamship *Montevideo* arrived here yesterday evening from Cienfuegos, having run the blockade of Cuba. She loaded there a sum of 15,000,000 pesos, 100 guns, 15,000 rifles, a large quantity of ammunition, and 1,000 soldiers.

New York, May 21st.

A telegram to the *Herald* from Puerto Plata states that the steamer *Valencia* Captain Vasa, which left San Juan on May 16, has arrived and reports that the batteries were not dismantled with the first close shelling of Monte Fort. Four Spanish soldiers were killed and 12 wounded. Preparations were being made at San Juan for a reinforcement of the Americans.

New York, May 22nd.

A telegram from Jacksonville states that, according to news which has been received there, an expedition consisting of 400 Cubans, with a large quantity of ammunition and rifles and 75 mules, left Tampa on Wednesday for the steamer *Florida*, commanded by Captain Doran. The force is under the command of General Legret. The Dutch steamer *Prins Frederik Hendrik*, which has arrived at Fort de la Princesse in Curacao, reports that the Spanish squadron took in there 300 tons of bad coal and 100 tons of provisions. They have little or no coal, and are very short of rations. For five days previous to the arrival of the squadron at Curacao the crews had been allowed no other food than beans. The torpedo boats and destroyers were almost empty.

Madrid, May 22nd.

The Spanish Press to-day raises a unanimous cry of indignation at an "act of Yankee treachery" contrary to all rules of international courtesy, and it adds, without stating on what authority, that is soon as the trick was discovered a heavy fire from the Spaniards on shore compelled the Americans to retire without effecting their purpose.

Other telegrams from Cuba, official and private, show that occasional skirmishes occur between the regular troops and small insurgent bands, but that the great insurgent army on which the Cabinet of Washington counted for the speedy conquest of the island is not yet in being. Whether any large number of insurgents will ever fight for the Americans is considered extremely doubtful. For some days persistent rumours have been current here that Maximo Gomez had opened negotiations for a general surrender through General Blanco, and that, at the same time, Sr. Fr. Belencas, a doctor from Puerterico who has been long resident in Paris and is regarded as an official representative of the insurgents, has approached the Spanish Ambassador for the same purpose. In some quarters it is even suggested that this is the principal reason why Sr. Fr. Lora y Sanjaume considers it desirable to remain as Ambassador in Paris, but such suggestions are mere surmises, and the rumours themselves require confirmation. The Government is, of course, absolutely reticent on the subject. It believes that among the insurgent officers there is not much sympathy with schemes of Yankee conquest, and some competent authorities maintain that Gomez is quite capable of turning against foreigners who try to use him simply as a pawn in their own game, but whether he and other influential leaders will boldly declare against American intervention is at least doubtful. All that can be said with certainty is that the Cabinet of Washington has not found, and cannot count on, the efficient assistance from the insurgents which it evidently expected when he rushed into war without having an army of occupation ready.

New York, May 23rd.

The persistent rumours of French support to Spain take fresh shape to-day. A Washington despatch to the *Evening Post* says it is believed that the Spanish Ambassador in Paris is arranging for the cession of the Philippines to France in order to prevent them from becoming a prize of war. What Germany and the other Powers might say to this inglorious proposal is not mentioned. It is felt here that whatever may be the ultimate purpose of this Government the appointment of General Merritt as Governor-General with the power to establish his authority will be regarded by Europe as an exercise of the rights both of conquest and sovereignty. This Government, in other words, is incurring responsibilities of a grave kind before American opinion has declared itself clearly for or against the new colonial policy.

New York Herald despatches from Key West state that four American ships, when 25 miles off shore at 2 o'clock yesterday afternoon, were shaken by a submarine explosion. It is not permitted to mention the names of the vessels nor the locality. The sea was calm and the ships were signalling, when a sudden report knocked every one off deck. The vessels anchored each other. "Has there been an explosion on board you?" The crews examined the bottom of the cable which was cut one mile from Santiago de Cuba. The cable was severed by the *St. Louis* on May 18. Both vessels were under fire for 30 minutes, but neither was damaged. On May 19 the *Wampatuck* steamed within 800 yards of Guantanamo. After firing the cable she was fired upon by a

Spanish gunboat in harbour. She answered with her 7-recooper. Some Spanish infantry in a blockhouse near the beach fired at her, but the bullets flew wide of the mark. At a signal from the *St. Louis* the *Wampatuck* retired without cutting the cable.

WASHINGTON, May 25th.

A man who was arrested at Key West this morning on the charge of being a Spanish spy is said to have been identified by six men as Lieutenant Sobral, formerly Spanish Military Attache in Washington. In his luggage were found the uniform of a Spanish lieutenant-colonel, drawings and maps of the forts and channels of New York, and papers showing the mines at Key West.

MADRID, May 25th.

The report that Lieutenant Sobral has been arrested as a spy is a pure invention, for Lieutenant Sobral has been in Madrid for some time past.

THE RICHES OF SOUTH CHINA.

Mr. Wemyss's address on South China, read before an afternoon gathering of the Royal Colonial Institute on 27th May, presents to us the conclusions of one who has made an intimate personal study of the questions involved. It suggests that Great Britain is not making the most of the opportunities which position of Hongkong has placed at her disposal. The address was also in some measure a protest. The British people, in their eagerness to defend interests threatened, if not actually attacked, in the North, must not fail to keep in view the possibilities of the South. It should, however, be pointed out in common justice that Lord Salisbury is not among those who have made this mistake. He has materially strengthened the position of Great Britain in the South, though his critics do not set this off against the partial miscarriage of his policy in regard to Manchuria. There are many who think of Great Britain's overlooking the possibilities of Hongkong. Mr. Wemyss's paper should serve as a reminder that enterprise alone is necessary to make it a great deal more valuable than it is even now. He says that the West River should be opened up to the very extreme of navigation, and that facilities should be afforded for the tapping of the vast mineral wealth of South China, a wealth which he says few people have any conception of. Coal, iron, copper, lead, silver, antimony, and gold are all there close to the waterways waiting enterprise and skill. For the poverty-stricken peasantry of China is not less that for the explorer such enterprise would bring untold benefits. It is quite clear that vigilance is necessary. The French are as active in the South as the Russians in the North, and as Mr. Colquhoun pointed out, it will not do to accept assurances from France any more than from Russia. With proper Government support, British enterprise in China would soon assert itself, and Hongkong, in the words of its late Governor, Sir William Robinson, would become the hub of the East.—*Home News*.

PRINCE HENRY IN CHINA.

A correspondent at Canton gives the following sketch of Prince Henry in connection with his visit to Hongkong and Canton:—

Prince Henry has produced the most happy impression here. His own countrymen acknowledge him as a typical German Prince, while Englishmen recognize in him qualities which they are proud to believe essentially British. Certainly as far as an entire absence of starch goes, pre-conceived and doubtless prejudiced notions of Teutonic Court manners have been entirely at fault. Nothing could have been simpler or more genial than the tone of both Prince and suite; and as, to British ideas, absence of empty forms is the best of forms; the avoidance of ceremoniousness in the most good manners; ceremony well repulsive by courtesy, and a chamberlain ready to understand his popularity. And the Prince seems to reciprocate our liking for him. On his way out his one advice to his countrymen was to be friends with the British. In Hongkong he appears to mix by preference with Englishmen. He uses the Hongkong Club almost exclusively, finding there, perhaps, or Englishmen flatter themselves as a royal guest of hospitality which treats even a Teutonic count as an *hobnob*, and neither stares him out of countenance nor brags him to death with deference. With what would seem the truest conviction, he is allowed to come and go unnoted. The Prince seems very much to appreciate this, and shows it by making himself thoroughly at home. The other day he entered the club bar and called for a whisky and soda. The "boy" poured out the usual modicum, and was about to add the soda, when the Prince inquired: "What do you call that boy?"

"Well, what do you stop for, then? Don't be afraid of it. Go on till I say 'three-finger' and then stop. The Prince is not a bit afraid of it. At some sports given by the representatives of the famous 'Princely House'—Jardine's—Prince Henry rode to victory in one bicycle race, and was well ahead in another—an obstacle race—when he came a most imperial 'crown', smashing up his machine, but fortunately not being himself seriously hurt. An English Captain of Royal Artillery, who was next, dismounted and asked: "I hope you're not hurt, sir?" "No, no," was the reply, "not a bit. Get on with you. Don't stay for me"—reminding one faintly of the great Friedrich's "Er sammle feurigs." So the captain went on and won.

At the reception at the German Club "Concordia" the Prince was asked to make a speech, but, in polite language, replied that he'd seen them all at Jericho first. "Once only in my life," he said, "did I make a speech, and I shall never hear the end of that!"

As a specimen of the King's speech, the Prince, who speaks idiomatic English, also remarked to some Englishmen the other day, "I don't know, don't you think your newspapers have read us out enough?" Talking of newspapers, much indignation was excited in Hongkong by publication, just after the Prince's arrival, of some satirical verses. Not only was it felt to be a breach of hospitality, but all good men and true thought it a shame to "rub it in" to a visitor who proved on acquaintance such an all good fellow.

As to the political aspect of the Prince's visit, his trip to Canton, at least, cannot but have results which his Royal Highness, in his private message delivered by the Consul after his departure, expressed the hope of. He had not come, he said, solely to give countenance to his countrymen, but with the intention of increasing the prestige of all foreigners. This result, as remarked, cannot but have been attained. The one fact of the passage, with full honours, through the heat of the Canton city of a "foreign devil" sitting in a chair of imperial yellow and borne by eight bearers—a number on Victoria would dare use—will do more to bring home to the turbulent the very real existence of Western power than any other one thing. And if the dress and bearing of the Prince did not exactly represent Chinese ideas of what is seemly, yet their very similarity to those of the "common or garden" foreigner must raise the prestige of the latter—an object lesson having for moral that gold may be gold even though it does not glitter.—*Daily News*.

GREAT BRITAIN AND GERMANY IN CHINA.

BERLIN, April 27th.

There was some discussion in the Imperial Diet to-day on the vote of 5,000,000 marks for Kiaochow in the supplementary estimates. The Clerical leader, Dr. Lieber, and Herr Eugen Richter, on behalf of the Radicals, expressed a wish to have authentic details regarding the acquisition of Kiaochow, the treaty with China, and the Imperial regulations which have already been issued for the administration of German territory. The Socialist member, Herr Lieber, made a violent attack upon the Government contending that German action in Kiaochow resolved itself into an experiment for the benefit of Russia. This had been the object of "the chess advertisements" in Kiel—an allusion for which Herr Lieber was called to order. The Secretary for Foreign Affairs, Herr von Bülow then proceeded to make a brief statement. He declared to discuss Kiaochow and the new navy law in detail. But replying to Dr. Lieber, he announced his readiness to lay before the Budget Committee the treaty between Germany and China "as soon as the text should be available." He was also prepared to give every explanation on that subject which could be desired.

"Regarding Wei-hai-wei," he continued, "I can make the following statement. We have no agreement with England, but I am glad to confirm the announcement, which furnishes a proof of the good feeling of the English Government towards that of its own accord it made the declaration already published in the *Imperial Gazette*. That declaration gives us the assurance that England will not use Wei-hai-wei in order to interfere in the sphere of our political and commercial interests. Reference has been made to a partition of China. We should certainly not take the initiative in a partition. All that we did was to see in good time that what ever happened we should not draw a blank. The moment when a train starts does not always depend on the will of the passenger; it is his duty to see that he does not miss the train. The devil take the hindmost. But we do not desire to see most emphatically repeat, a partition of China, and I still believe that a partition will not come to pass within a measurable distance of time. In any case we have acquired in Kiaochow a strategic and political position which guarantees us a share of influence in the future development of the destinies of East Asia.

"In saying this I think I am giving the best account of the reasons which took us to Kiaochow and also of the significance of Kiaochow for our possessions. From this I am bold to say we can see the further development of affairs in tranquillity. We have such a large sphere of action and the tasks which await us are so considerable that we need not envy other Powers the concessions which they have obtained. In East Asia, as elsewhere, German policy will pursue its path calmly, resolutely, and peacefully. We do not wish to disturb harmony anywhere, but at the same time we are not going to play the part of a Cinderella."

After Herr von Bülow had expressed his satisfaction that German foreign policy was being more being conducted in the German spirit, the supplementary estimates were referred to the Budget Committee.—*Times*.

NURSES MEMORIAL FUND.

The following subscriptions to the above Fund are acknowledged with thanks. The Hon. Treasurer, Mr. T. Jackson, will be glad to receive further contributions:—

Already acknowledged.....\$1,215

Mr. & Mrs. A. P. MacQueen.....25

A. Sailer.....20

F. L. D.10

J. Goodman.....10

Dr. R. R. Le.....10

Mr. & Mrs. H. Humphreys.....10

L. Col. & Mrs. Retallick.....10

H. Rottolper.....5

F. J. V. Jorge.....5

Mr. & Mrs. C. H. Grace.....5

A. G. Stokes.....5

J. A. Jupp.....5

G. A.....3

\$1,318

NOTANDA.

CALENDAR.

JUNE.

Meteorological notes based on ten years' observations to 1898.

Barometer.....29.87

Thermometer.....75.2

Humidity.....84.0

Rainfall.....15.0

TO-DAY.

WEATHER REPORT.

On June 23, 1898.

Barometer.....29.66

Thermometer.....82

Humidity.....87

Rainfall.....0.58

TO-DAY.

Thursday, 23rd June, 1898.

Chinese—6th of 6th moon of 44th year of Kwong-shi.

Sun—Rises.....5hr. 20min.

Sun—Sets.....5hr. 11min.

High water—Morning.....5hr. 11min.

High water—Evening.....10hr. 5min.

Low water—Morning.....5hr. 5min.

Low water—Evening.....10hr. 11min.

ANNIVERSARIES.

1841—Killing visited Hongkong.

1848—Red Republicanism in Paris suppressed.

10,000 lives lost.

1874—Shock of earthquake in Hongkong.

1884—French troops defeated by Chinese near Langson.

1886—Steamer *City of Tokio* lost on Sagami point.

1894—Prince Edward Albert born.

1897—Commencement of Women's Hospital and Jubilee Road laid by H.E. Sir William Robinson, G.C.M.G.

TO-MORROW.

Friday, 24th June, 1898.

Midsummer Day.

(St. John the Baptist.)

Chinese—6th of 6th moon of 44th year of Kwong-shi.

Sun—Rises.....5hr. 20min.

Sun—Sets.....5hr. 11min.

High water—Morning.....5hr. 11min.

High water—Evening.....10hr. 5min.

Low water—Morning.....5hr. 5min.

Low water—Evening.....10hr. 11min.

ANNIVERSARIES.

1771—City Council of Manila constituted.

1859—The Austrians defeated by the French at Solferino.

1874—The Chinese merchants of Hongkong petitioned H.M. the Queen re the Customs Blockade.

1880—The Po Leung Hee Society formed.

1894—Anniversary of the French Republic.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Australian (*Yamashiro Maru*) to-morrow.
American (*Doris*) 26th inst.
German (*Bayern*) 29th inst.
Australian (*Guthrie*) 2nd prox.
Canadian (*Empress of Japan*) 12th prox.

THE O. & S. S. Co.'s steamer *Doric*, with mails, etc., left Shanghai for this port at 11 o'clock this morning, the 23rd inst.

We are informed by the agents (Messrs. Jardine, Matheson & Co.) that the steamer *Indrapura* from New York and Swatow, left Singapore for this port at noon to-day, the 23rd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Indrapura P.O. at Kowloon Dock

Relaxo....."....."
Ningchow....."....."
Venus....."....."

SWATOW.

Arrivals. from Agents.

June 21 Dracowong.....Bangkok.....B. & S.

21 Musso.....Cheloo.....C.M.S.N. Co.

22 Hailong.....Amoy.....J. M. & Co.

21 Thaloo.....Hongkong.....J. M. & Co.

Departures. for Agents.

June 21 Lokang.....C'lon & Thilo.....J. M. & Co.

21 Whampoa.....Shanghai.....B. & S.

21 Dracowong.....Hongkong.....B. & S.

21 Hailong.....Amoy & S'hai.....C.M.S.N. Co.

22 Hailong.....Hongkong.....J. M. & Co.

22 Thaloo.....Amoy.....J. M. & Co.

IN PORT—Pharasing, Mesoo.

PASSED THE CANAL:

OUTWARD—Dentarie, Dandil, Isen, Ous-

tin, Pakong, Kowong, Kwang Ping, 20:31

Gardner, C. Tobin, Chingy, Dismid, 24:1

Branck, Hertha, Courta, Eddie, Lho, Mount

Siron, Samoa, Socotra, Yarrowdale, 27:1

Moria, Valeris, Glitia, Balaarat, Chikabang,

Glancus, 31:1 Chingy, Nestor, Tencer, Howlth

Hall, Indrapura, June 3:1 Bayern, Dismid,

Nestor, Queen Mary, Rallo, 7:1 Glenish,

Japan, Arara, 10.

HOMeward—Japan, April 22:1 Turko, 20:1

Borno, May 3:1 Copack, 6:1 Elm Branch, 9:1

Garda, Dardanus, Sunda, 13:1 Balmard, 17:1

Prins Halurich, 24:1 Glanshi, 27:1 Salsai,

31:1 Manila, Wally, Tencer, June 3:1 Mandalus,

Lannox, Homomushivire, 7.

CHILDREN starving to death on account of their

inability to digest food, in Scott's Emulsion

of Pure Cod Liver Oil with Hypophosphites.

Very palatable and easily digested. Read the

following testimonials:—"I have prescribed

Scott's Emulsion in cases of children suffering

from wasting and mal-nutrition and can report

most favourably of its good effects; it has been

in each case taken most readily."—W. PERKINS,

M.R.C.S., Medical Superintendent, Baitell

Hospital, Hong Kong. Can supply it. Sole

Agents for Hongkong and the Empire of China—

Watkins & Co., Hongkong.—*Advt.*

Consignees.

THE CHINA MUTUAL STEAM NAVIGA-

TION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SWANSEA, GLASGOW, LIVER-

POOL AND SINGAPORE.

THE Company's Steamship

"PARLING,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

are being landed at their risk into the Godowns

of the Hongkong and Kowloon Wharf

and Godown Company, Limited, whence deliv-

ery may be obtained. Perishable Goods to

be taken delivery of immediately.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the Office of the Undersigned before

Noon on FRIDAY, the 24th instant, or they

will not be recognized.

All broken, chafed and damaged Goods are to

be left in the Godowns, where they will be

examined on THURSDAY, the 23rd instant at

3 P.M.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the

2

NIPPON YUSEN KAISHA.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATION.	SAILING DATES.
YAMASHIRO MARU	NAGASAKI, KOBE & YOKOHAMA	Monday, 27th June, at 4 P.M.
TOKIO MARU	THURSDAY ISLAND, TONKIN, VILLE, MACKAY, FRISBAIE, SYDNEY & MELBOURNE	Friday, 1st July, at 4 P.M.
SANUKI MARU	MARSHVILLE, LONDON, and other ports via SINGAPORE, PENANG, COLOMBO and PORT SUEZ	Tuesday, 5th July, at 4 P.M.
MATSUYAMA MARU	Kobe and YOKOHAMA	Thursday, 7th July, at 4 P.M.
SAGAMI MARU	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHUMULU, and other ports	Friday, 8th July, at 4 P.M.
RIJUN MARU	SEATTLE, WASH., U.S.A., via Kobe and YOKOHAMA	Thursday, 14th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Pacific Coast to the United States, Canada and Europe, in connection with the CANADIAN PACIFIC RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Billings, etc., apply at the Company's Local Branch Office at No. 7, Cross Street.

Hongkong, 17th June, 1898.

A. S. MURRAY,

DR. KNORR'S ANTIPYRINE

patented
"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATISM, MIGRAINE, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Capsules (1 to 2 per cent. solution possesses similar beneficial action to silver nitrate, but is distinguished by complete absence of irritating qualities.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST
All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take
GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME
Prescribed by the leading medical authorities in all countries for the last twenty-five years, with the greatest success, it continues to retain its reputation where all other remedies have failed.
Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.
GRIMAULT & Co, Paris. Sold by all Chemists.

TAKE NOTE
It is universally admitted that to indicate the exact use of words, no Dictionary can compare with the New Edition of
WEBSTER'S DICTIONARY.
At the office of the Hongkong Telegraph you can see, and procure for SIX DOLLARS, a Copy of the Webster of Webster, the latest and most emphatic proof that Labor omnia vincit.

DUMINY & CO CHAMPAGNE EXTRA DRY

Carte D'Or
Sole
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Demi Sec
Carte Blanche
Chateau de
Charmlores
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HONGKONG.
AGENTS FOR
M. OPPENHEIMER & Co, Paris.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crew of the following Vessels during their stay in Hongkong Harbour:
HAWTHORNE BANK, Bill. Bk., Greg.—Shewan, Tomes & Co.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, SOERABAYA AND SAMARANG.
The Company's Steamship

"HIN-SANG,"
Captain M. Crockett, will be despatched as above on SATURDAY, the 25th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 20th June, 1898. [776]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
The Company's Steamship

"KUTSANG,"
Captain R. C. D. Bradley, will be despatched as above on SATURDAY, the 25th instant, at Noon.
For Freight or Passage, apply to
J. R. INF. MATHESON & Co.,
General Managers.
Hongkong, 20th June, 1898. [777]

OCEAN STEAMSHIP COMPANY.
FOR SINGAPORE E.
The Company's Steamship

"CENTAUR,"
Captain R. C. D. Bradley, will be despatched as above on SATURDAY, the 25th instant, at 4 P.M.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd June, 1898. [782]

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.
The Steamship

"AFRIDI,"
will be despatched as above on the 25th June, 1898.
S.S. "FATHAN".....about 14th July, 1898.
S.S. "MACRUFF"....." 21st July, 1898.
S.S. "SIRI"....." 13th Aug., 1898.
For Freight or Passage, apply to
DODD, CARLILL & Co.,
Agents.
Hongkong, 17th June, 1898. [498]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
The Company's Steamship

"ORISTES,"
Captain Palford, will be despatched as above on MONDAY, the 27th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th June, 1898. [761]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND, PORTS, SYDNEY, LAU, CANTON AND MELBOURNE.

"TSINAN,"
Captain Ramsey, will be despatched on THURSDAY, the 24th instant, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st June, 1898. [778]

FOR NEW YORK, VIA SUEZ CANAL.
The Steamship

"ST. NINIAN,"
will be despatched as above on or about the 1st July.
To be followed by
S.S. "CRAIGFARN" on or about 20th July, 1898.
S.S. "FORTUNA" on or about 5th August, 1898.
For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 20th June, 1898. [735]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA STRAITS.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
The Company's Steamship
"MOYUNE,"
Captain R. Connell, will be despatched as above on or about the 13th July.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 22nd June, 1898. [784]

SAILING VESSEL.
FOR SAN FRANCISCO.

"HAWTHORNEBANK,"
Greg, Master, will leave here for the above port and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 13th June, 1898. [744]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, 10, THE-NEWS ROAD.

Now in a position, to the New and Com. modious Premises, to collect, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS a specialty.
Hongkong, 22nd June, 1898. [40]

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)
The Steamship

"CHUSAN,"
Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for STRAITS and BOMBAY, &c., on SATURDAY, the 25th instant, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuable, all Cargo for France and Tex for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be covered by BOMBAY. Goods will be received at the Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 13th June 1898. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.
VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.
FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
Tacoma.....[2,549] A. D. [.....] July 2.
Victoria [3,107] J. Truebridge [.....] July 19.
Olympia [2,605] T. H. Dobson [.....] Aug. 6.
Astoria [5,395] J. J. Patton, R.N.R. [.....] Aug. 23.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

"Algonquin" [3,664] C. H. Butler [.....] June 27.
"Laramie" [3,601] E. Foster [.....] Aug. 13.
"Algonquin" [3,664] W. H. Wright [.....] Sept. 10.
"Columbia" [2,605] A. G. [.....] Oct. 1.

VIA VICTORIA, B.C.
The attention of Passengers is directed to the very cheap rates offered by this Line. Freight and accommodation. First-class Table. Dog and Stewardess carried.

HONGKONG TO NEW YORK via the Atlantic. The Railway travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA via the Pacific. Special rates allowed to members of Government Services.
Through Bills of Lading issued for Pacific Coast Ports and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).
Passes may be sent to our Office (with address marked in full) by 5 p.m. the day previous to sailing.
For further information apply to
DODD, CARLILL & Co.,
General Agents.
Hongkong, 17th June, 1898. [1]

NORDEUTSCHER LLOYD.
NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH-AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

M.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Bayern.....[.....] Wednesday [20th] July.
Prinz Heinrich [.....] Wednesday [17th] Aug.
Darmstadt [.....] Wednesday [14th] Sept.
Freuthe [.....] Wednesday [12th] Oct.
Sachsen [.....] Wednesday [9th] Nov.
Bayern [.....] Wednesday [7th] Dec.
Prinz Heinrich [.....] Wednesday [4th] Jan. '99.

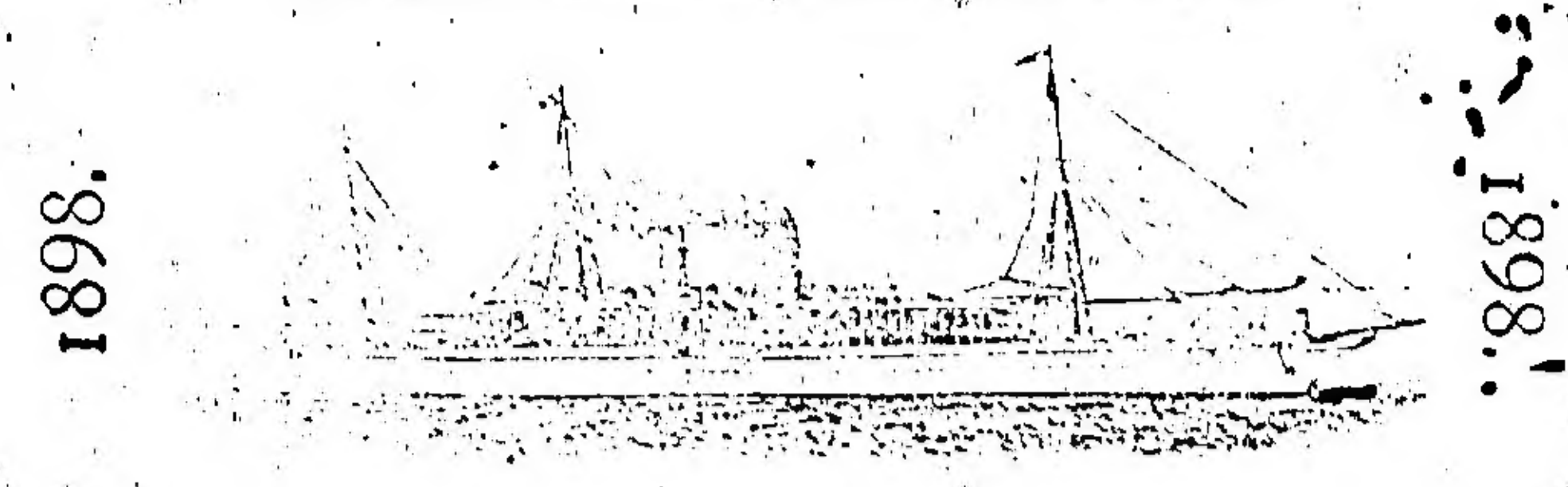
ON WEDNESDAY, the 20th day of July, 1898, at 9 A.M., the Company's Steamship, "BAYERN," Captain E. Prehn, with MALES, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 18th July. Cargo and Specie will be received on board until 5 P.M. on Tuesday, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs and Parcels should not exceed Two Feet Cubic Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lifen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 22nd June, 1898. [783]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(Calling at AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—3,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
"EMPEROR OF INDIA".....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th June, 1898.
"EMPEROR OF JAPAN".....Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 20th July, 1898.
"EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.R. WEDNESDAY, 10th August, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officers in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Fidder's Street.
Hongkong, 22nd June, 1898. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAY AND OCEANIC STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
"Doric" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 5th July, at Noon.
"Doric" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 12th July, at Noon.
"Doric" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Saturday, 13th Aug., at Noon.

THE COMPANY'S STEAMSHIP
"DORIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officers in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 17th June 1898.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAILMER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
AT
REASONABLE PRICES.
Hongkong, 14th May 1898. [39]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:
"Arctic" (via Nagasaki, Kobe and Yokohama).....Saturday, 25th June, at Daylight.
"Glenfarg" (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama).....Saturday, 16th July, at Daylight.
"Peru" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Thursday, 4th Aug., at Noon.
"City of Rio de Janeiro" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 23rd Aug., at Noon.

THE U. S. Mail Steamship
"AZTEC,"
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on SATURDAY, the 25th June, at Daylight, taking States, and Passengers and Freight for Japan, the United States.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Colon, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 18th June, 1898.

CHS. J. GAUFF & CO.,
WATCHES, JEWELLERS, SILVER, JEWELRY, AND OPTICIANS.
CHARTS AND BOOKS.

Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition; and for Votzinger and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. Nos. 52 & 56, Queen's Road Central. [40]

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